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(3)

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BIRTHS.

On the 13th October, at Shamsen, Canton, the wife of G. W. APPELBY, I.M.C., of a son, (2769)
On the 4th October, at Tientsin, the wife of D. H. MACKINTOSH, of a son.
On the 8th October, at Shanghai, the wife of THOS. J. ROOSE, of a son.
On the 6th October, at 4, Sans Souci Terrace, Shanghai, the wife of C. W. THOMAS, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEZ ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th October, 1902.

The importance of the appointment which has to be made to the vacant Viceroyalty at Canton is, not likely to be underestimated by those who have watched the events of recent years in South China. We have always deprecated the absurdly exaggerated stories published in some of our contemporaries with regard to what they styled the Southern Rebellion. As will be remembered, it had finally to be admitted even by those who had been prominent in describing crushing Imperial defeats and sensational captures of cities by the rebels that the troubles in the Two Kwang provinces at the end of 1901 and beginning of 1902 were hardly more than part of the normal condition of this turbulent section of the Chinese Empire. The home Press was of course flooded with vivid descriptions of non-existent rebel victories, but, accepting the principle, we suppose, of *ex China semper aliquid falsi*, manifested no surprise on learning that it had been deceived. We do not, however, contend that the situation in the Canton Viceroyalty, and more particularly in Kwangsi, was to be regarded lightly at any time during the last two years. A province in a perpetual state of disturbance, even if the semblance of authority is maintained, is a constant source of danger to its neighbourhood. Hongkong's peculiar position makes it especially sensitive to the effects produced by disorder on the mainland. Hence trustworthy information as to the progress of

affairs in the Kwang provinces is very valuable to us; unfortunately it is almost impossible to procure. Our Canton correspondent corroborates the reports of the northern native papers that the condition of Kwangsi is getting graver than it was before. A Shanghai vernacular journal's southern representative sees the hand of Kang Yu-wei in the Kwangsi troubles and anticipates his success in Kwangtung, Yunnan, and Kweichow. We have been too much threatened with the bogey of Kang Yu-wei to pay attention to all the rumours of plots attributed to him. Nevertheless, we believe that the Chinese both here and in Canton are convinced that Kang is at work at the present moment. He and his colleague SUN YAT-SEN have made great capital out of the word "Reform," but it cannot be said that their methods have succeeded in retaining for them much sympathy among foreigners, anxious though the latter may be to see China reformed. In the first place, it is hardly to be expected that a movement which at least tolerates the admission of so many bad characters as have posed as rebels in Kwangtung and Kwangsi will commend itself to those whose interests are bound up with the maintenance of peace in those provinces. Nor do the mass of educated Chinese who desire reform for their country look on Kang Yu-wei and his party with much pleasure. We have ourselves received representations from "reformers" of quite a different type, who deprecate any connection whatever with Kang Yu-wei and SUN YAT-SEN and under the name of the "League of Patriots" guarantee that when their movement is matured it will be truly formidable. This League (dating naturally from the time of the MINGOS) claims the adhesion of officials, scholars, native Christians and others in the Treaty Ports and in the interior of China, as well as abroad. Of the nature of its propaganda we have no information. If it is intended to raise yet another rebellion we fear that its assertion of patriotism is at least open to question. A general upheaval in the Southern Provinces in the near future threatens to doom the existence of China as an Empire, for it could not fail to involve several foreign Powers and it is obvious that the patience of the Powers was tried very nearly to its limits during the crisis of 1900. Well-wishers of China must look forward with the gravest apprehension to the possibility of widespread disturbances in any portion of the Empire, and true patriots must equally see that it is not by fire and sword that their country must be reformed. There is indeed a great deal of inconsistency shown by many of the so-called reformers in China. The late H.E. TAO MU was an able and enlightened Viceroy, with much sympathy for reform and with the courage of his opinions; yet during his term of office at Canton he had constantly to contend not only with avowed pirates and brigands but also with the followers of KANG YU-WEI, who like him professed their anxiety for reform. Under the rule of a tyrannical and conservative Viceroy, a genuine revolt on the part of the progressive party might command the respect of foreigners. As matters have stood, it is impossible not to think that some of the reformers have seriously compromised their cause. It is earnestly to be hoped that such associations as the League of Patriots will pause to consider whether it is consistent with their desires to risk the independence of China in a desperate attempt to force from the Central Government changes which all the Western Powers and Japan are striving to bring about by gradual education. They should remember the disastrous effects of H.M. KWANG HSU's effort to convert China by instantaneous process into a modern country. It is not by much violent processes that China can be changed. The very violence defeats its objects. Unless wiser counsels prevail among the Reform party, the result will be not to help the country on the road to progress but to disintegrate it entirely, in which case China may become enlightened but will certainly not be free any longer. Japan suffered not a little when she made up her mind to make Western civilisation her model. China, with the eyes of all the Powers greedily fixed upon her, cannot hope to escape as lightly as Japan.

The Japanese cruiser *Chikuma* left yesterday for Japan and the Portuguese gunboat *Dia* for Macao.

Three warships are in dock at Kowloon, viz., H.M.S.S. *Albatross* and *Handy*, and the Portuguese gunboat *Zaire*.

To-morrow evening the band of the 33rd Burma Infantry will play selections at the King Edward Hotel from 7.30 till 10 o'clock. The programme will be found in another column.

We are pleased to learn that Captain T. W. Groves has been appointed to the command of the O.S.K. s.s. *Daigai Maru*, running between Hongkong, Swatow, Amoy and Tamsui. He takes his first voyage on his new ship on Sunday next.

On p. 5 to-day will be found a special article on the subject of the new Japanese loan.

The sailing-ship *Daylight*, of the Standard Oil Co., the biggest sailor afloat, is due in Hongkong next month.

The new rupee of Szechuen and Tibet has on one side the young Emperor in *long robe* and on the other side four characters, "*Szechuen ten tao*."

Saturday next will see the real inauguration of the football season: the H.K.F.C. will play a match with 62nd Co. R.G.A. Kick-off at 4.15 p.m.

L'Echo de Chine "knows from an authoritative source" that an English expedition from India has penetrated in force into Tibet and is advancing on Lhasa.

Practice for the Tugboat Shooting Match is being carried on in Singapore. A match was fired last week between teams from the Madras Infantry and the Singapore Rifle Association, from which it is hoped a selection of some fifteen to go into regular practice may be obtained.

The projectoscopic entertainment was repeated in the Theatre Royal last evening, before a small house. There was a welcome improvement in the screen pictures, or rather in the manipulation of the "scope," and the audience were consequently more complaisant than on the previous night towards what defects were still apparent. The conjuring act by Alva, "King of Coins," was clever and got deservedly applauded. The performance previously announced for to-night will not take place.

The *Ostasiatische Lloyd* publishes the following telegram, dated Nanking, 8th October:—"It becomes now known that Viceroy Liu Kung-yi received a short time before his death news from Peking that the Ministers of the Foreign Powers concerned had notified the Wai Wunp that they had come to an understanding about the evacuation of Shanghai; all foreign garrisons will be withdrawn simultaneously from Shanghai on the first of November." This arrangement, however, has been upset, according to our Shanghai telegram of the 12th inst.

Has telegrams give a somewhat enlarged version of the new treaty between France and Siam. According to them, "France will obtain the provinces of Melapour and Bassac, and the territory on the Great Lake between the rivers Prollos and Prekompongtham. The French will evacuate Chantaboon. Siam may send troops to the different points on the right bank of the Mekong which remain Siamese territory, but only Siamese troops commanded by Siamese officers. In the Siamese part of the Mekong, Siam may construct ports, canals, or railways, but may only use Siamese men and money, except by agreement with the French Government. No differential rights shall be set up for the use of the ports, canals, or railways of the basin of the Mekong, or the whole of Siam. Asiatics in the French territories, or placed under the protectorate of France, as well as their children, may be inscribed as under French jurisdiction at the French Legation and the various French Consulates in Siam. As to other Asiatics, France shall enjoy the same rights as those granted by Siam to other Powers."

The modern publisher never hesitates to apply the most superlative epithets to the work he has for sale. A well known firm a few weeks ago were pleased to announce that they would shortly publish "Miss Marie Cordell's new and important romance." The story is a singularly striking and powerful one, the publishers continue with conviction, dealing with a subject which has never before been treated in fiction, and intimately touching on certain topics which have been for some time uppermost in the minds of many people. Finally, "the book will be almost as long as *The Master-Christian*," which is a doubtful recommendation, except to those who like their fiction by the mile, and to reviewers—but we forgot, Miss Marie Cordell does not like her immortal works be sent out for review. Lord Rosebery once, in a moment of aberration, declared that "the thumb-mark of the working-man is the *imprimatur* of great literature," or words to that effect. Similarly we suppose that the guarantee of successful fiction is the grass-snout of the young woman who reads at her breakfast and tea.

The Paris *Debates* on the 7th ult published a long article on the treaty which Sir James Mackay had just concluded with the Chinese Commissioner Shing. In the course of this the *Debates* wrote:—"There now remains the admission of the Powers. It would not, indeed be in any way practical to abolish the *lehin* on the trade of one Power while allowing it to persist for the others. But we may believe that all the countries interested will enter upon the path opened up by England. As we said when first we analysed this treaty, the reforms which it involves, besides the abolition of the *lehin*—which is purchased, perhaps, a little dearly by the additional duty imposed—above all, the creation of a national currency in China, and the opening up of the inland routes to foreign navigation, theoretically accorded in 1898 but in reality refused by the harassing regulations established by the Chinese, will necessarily require the adhesion of the Powers. No doubt the Powers may feel some anxiety as to the political tendencies manifested by England during recent negotiations. But, as matters now stand, simple sulking and obstruction will not avail those who would neutralise, or, at least, share England's influence. It is probable therefore, that the obstacles which these reforms will meet with will come less from the rivalries of the Powers than from the ineradicable depths of ingenious inertia in the souls of the Chinese rulers."

The *Universal Gazette* hears from its Nanking correspondent that in the beginning the late Viceroy was suffering from neuralgia and dysentery, but was cured by Tai, Magistrate of Shuang-yuen District, who is also a doctor. The Viceroy gradually recovered strength, but on the night of the 5th instant, he suddenly began to weaken so that his condition became alarming. The Treasurer was then telephoned for and the dying Viceroy instructed him to write out a memorial making certain recommendations, after which he departed from this world. According to law, the Viceroy's Seal was taken and deposited in the Provincial Treasury, to be handed over to the next incumbent, who is Chang Chih-tung. The civil and military officials of Nanking, upon hearing the report of the Viceroy's death, all proceeded to the yamen so as to be present when the body was encoffined.

The *Shanghai Times* publishes the following expanded telegram with reference to the death of the notorious John Kensit:—"London, Oct. 8.—There is great excitement in Liverpool over the death of John Kensit, the anti-Papist street preacher. While on his circuit a few days ago an attempt to break up the meeting he was addressing led to a general riot, in which Kensit was struck in the head by a chisel and severely wounded. The incident widened the breach between Protestant and Catholic masses at the time. When Kensit was removed to the infirmary the physicians declared that while the wound was serious he would probably recover from it. His son took up the work where Kensit was forced to lay it aside. The clash of creed kept the police busy wherever Kensit the younger appeared. His meetings became so disorderly, due in part to the vehemence of his attacks upon Catholics, that he was arrested for disturbing the public peace. Pneumonia complicated the condition of the elder Kensit and, his condition becoming critical, the son was permitted to leave goal yesterday to visit the infirmary. When he arrived there the father was dying. Death occurred at six o'clock this morning. The Protestant followers of the dead preacher are making anti-Catholic demonstrations all over the city, exalting Kensit among the martyrs. Further riots are feared." It appears from the above that Kensit died of pneumonia, not as the result of stabbing, as other telegrams would lead one to suppose. It is rather a curious comment on the sense of Liverpool that Kensit, a character such as *Truth* long ago demonstrated him to be, should there be "exalted among the martyrs."

The Singapore water-famine is not over yet, but occasional showers keep the supply going.

Colonel Balailla has been appointed chief of the staff of the French troops in Indo-China.

The Siam Electricity Company has entered into an agreement with the Siamese Government to take over the management of the Bangkok tramways, and also to extend the existing tramways.

The Hongkong and Shanghai Bank has taken up Waterworks Loan Bonds in Japan to the extent of 1,444,000 yen, bearing 6 per cent. interest, at 96 yen per 100, making the actual interest a fraction under 7 per cent.

As France and Russia will have from 350,000 to 360,000 tons of fighting ships in Far Eastern waters in 1907, and Japan has only 180,000 tons, it is felt that the Japanese navy must be increased, and it is proposed to build 120,000 tons in the next six years.

The Osaka Tokko-jo is to build the two steamers required by the Hunan S. S. Co.; they are to cost 240,000 yen and to be ready by next September. What the Hunan S. S. Co. proposes to do, after so much advertisement, comments an Anglo-Japanese paper, Messrs. Jardine, Matheson & Co.'s *Chinayow* has been doing for some months without any fuss at all.

At Singapore on the 5th inst. 36 fighting cocks were seized, together with eight spectators. Two of the latter were fined \$2 each, while by order of Mr. Marriott, the Magistrate, the fowls were killed and 24 of their bodies sent to the Tan Tock Seng Hospital. It is to be hoped they were not very tough.

Colonel Miles, British representative at Kashgar, narrowly escaped injury in the earthquake on the morning of the 22nd ult., which damaged the Residency, the Chinese Yamen, and the Jamna Masjid, a mosque. Most of the houses in the Artisan district were reduced to ruins, 867 people were killed and more than a thousand severely injured. The earthquake caused fissures in the ground. The first shocks were followed by a great heat wave and slight shocks continued for four days.

Miss Cornelia Surabji in a letter to the *Times* of 26th September, advocates that competent female advisers be attached to the Court of Wards Department of the Provincial Government to assist *pardah* widows and guardians in the management of their affairs, and encloses letters supporting the proposal from Sir William Markby and Justices Amer Ali, Knox, and Blair. The *Times* heartily supports the proposal, referring to the revelations of the Baba Maharani's case, and commends the scheme to Lady Curzon.

A Seattle, Washington, telegram dated 9th September, says:—"Passengers on the last trip of the steamer *Bertia* from Alaska saw what mariners say is the most unusual spectacle of Alaskan mountain scenery. Volcanoes in three mountains—Redoubt, Iliamna, and Augustine—were all in active eruption. The peculiar characteristic was that they should be in action simultaneously. Inspector Wayland, who was one of the passengers, states that a great volume of steam issued from all three, and Redoubt was throwing clouds of smoke miles high."

According to a Shanghai native paper, work on the Canton-Hankow railway line began some time ago, starting from Nangshan, to Fatsuan, which forms one section, and railway officials deputed by Director Sheng are arriving daily. An office styled the "Canton-Hankow Railway Land Purchasing Office" has been established in the city, the object of which is to buy and pay for the land required by the Railway Company. Whenever the American engineers go out surveying, they are accompanied by soldiers sent by the local officials in accordance with the orders of the higher authorities. So far the people have not created any disturbances. Director Chang left for Shanghai on the 22nd ult. to see Director General Sheng with reference to affairs connected with the line, and was to be absent for about three weeks.

HOCKEY.

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H.E. the Acting Governor of Macao has received a letter from H.E. Sr. Jose d'Almeida, Castello Branco, Portuguese Envoy Extraordinary to Peking, informing him that he will pass through Hongkong on his way home between the 20th and 25th inst. *O Patriota*, we see, complains of the total failure of the mission.

We are in receipt of *Pope's Magazine* No. 3, which like the previous numbers is most interesting, well printed, and profusely illustrated. "N.I.D." contributes a valuable paper on naval progress in construction and armament, and among other articles is a biographical sketch of Sir Andrew Noble and Elswick, chairman of Armstrong, Whitworth & Co.

The Singapore Supply Bill of 1903 shows an estimated expenditure in 1902 of \$6,816,542. The estimated revenue for 1903 including amount for land sales is \$7,582,998. The surplus balance of previous years comes to \$1,766,611. The addition of this gives \$9,319,609 as the sum available next year. The estimated revenue for 1902 is expected to reach \$7,540,247. The rent of the Singapore railway is set at \$4,000 in 1903. The Christmas Island revenue is put at \$77,975.

The following was the Singapore Garrison Order notifying the appointment of Col. Sir A. R. F. Doreward to the Straits Settlements command.—It is notified for information that Col. Sir A. Doreward, K.C.B., D.S.O., has been selected for appointment as a Colonel on the Staff to Command the Troops, Straits Settlements, with the local rank of Brigadier-General, and orders have been issued for him to be prepared to embark on or about the 9th November next to take up his duties. Authority War Office Letter No. 57500/575, dated 3rd September, 1902.

A despatch from Canton from a reliable source (says the *N.C. Daily News*) states that it is expected that H.E. Li Hsing-jui, who only recently was transferred from the Governorship of Kwangsi to the Governorship of Kwangtung to take the place of the Manchou Governor Te Shou (Tak Sow), promoted Acting Viceroy of the Two Kwang provinces, vice H.E. Tao Mu, resigned, will very likely eventually take the latter's post as substantive Viceroy of those provinces. The reason for this is said to be that Tak Sow is not thought a strong enough man to deal with the present crisis in the South and in view of the fact that the rebellion is one against H.E.'s race, which is feared would only intensify the opposition against the Government.

We take the following from the *China Times*:—"The breach of promise case of Lu versus Jen, which was at first to be settled by the sifting of Mrs. Jen and afterwards given a second hearing, is still undecided. The judge has made the suit a trifle simpler by beheading the plaintiff Lu, but the woman is still in jail awaiting sentence. I wonder how many of your readers know what a Chinese woman's jail life is like? The woman who killed her husband is to be sent to Paoingfu for sentence and punishment. The death by the *kuang* process for women is very common in Paoingfu and Peking, and I believe the judicial authorities have decided not to punish women in the future in Tientsin, as there are too many foreigners to interfere, but to send all female cases to Paoingfu for trial."

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TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 16th October, 8.5 a.m.

LARGE RUSSIAN NAVAL REINFORCEMENTS ABOUT TO START.

The Russian naval detachment which is to sail from Cronstadt for the Far East, in a few days' time comprises the battleships *Pobieda* and *Revelian*, the cruisers *Palada*, *Aurora*, and *Diana*, and four torpedo-boats. Rear Admiral Stackelberg, up to now commander on the Pacific Station, commands the detachment.

The *Pobieda's* figures are:—displacement, 12,674 tons; 11 in. 13,500; armour, belt 9 in., gun-positions 2, deck 2 1/2 in.; guns, four 10 in., eleven 6 in.; Q.F., sixteen 4 in.; ten 12 in., seventeen 14 in., and two light guns; torpedo-tubes, 8; speed, 18 knots. The *Revelian's* are:—displacement, 12,700 tons; 11 in. 13,600; armour, belt 9 in., gun-positions 10, deck 4 in.; guns, four 12 in., twelve 6 in.; Q.F., twenty 3 in., twenty 3 pr. 4 1/2 pr. speed, 18 knots. The three cruisers are 29-knot boats, with 6,630 tons displacement and 11,610 h.p., and their most powerful guns are 6 in. quick-firers.—*Ed. D.P.*

REUTER'S SERVICE.

LONDON, 16th October.

LORD ROSEBERY AND THE LIBERAL PARTY.

Mr. Alex. W. Black, Liberal M.P. for Banffshire, in a letter to Lord Rosebery, asked if he considered the differences between himself and Sir H. Campbell-Bannerman so vital as to prevent their eventual co-operation in forming a Liberal cabinet. Lord Rosebery replied that he adhered to the policy which he announced at Cheshamstead and asked if Sir H. Campbell-Bannerman had withdrawn his condemnation of that policy; if not, the situation remained unchanged, and the questions of office and leadership did not concern him.

LONDON, 16th October.

THE BOER GENERALS IN PARIS.

The Boer Generals arrived in Paris this morning, and were welcomed by the Nationalist leaders. They were received unofficially by M. Deland, Minister of Foreign Affairs.

ANOTHER AIR-SHIP TRAGEDY.

A Brazilian of the name of Debradey and his assistant this morning navigated the former's air-ship across Paris, manœuvring the machine easily. As their ship was descending at St. Denis, the steel ropes supporting the car broke, and the occupants fell 350 feet to the ground, being instantly killed.

FESTIVAL AT MACAO.

Next Saturday the celebration of the Feast of Our Lady de Guadalupe will commence with the opening of the *at fresco* file in the Avenida Vasco da Gama at 8 p.m. On the following day, solemn Mass will be held at 9.30 a.m. in the Cathedral of St. Paul, and there will be a procession from the Cathedral to Guadalupe at 4.30 p.m. The *file* will be continued at night. Bonfires and fireworks will be in evidence, and the town will be illuminated generally. The processions are in aid of the poor under the charge of the Sisters of Carmelites of Macao. In connection with the *file*, the *na Obsequio* will make a special trip to Macao, leaving the old Canton wharf at 6 p.m. on Saturday and returning from Macao at 8 p.m. the following day.

SUDDEN DEATH.

A Chinaman has been arrested by the police on a charge of causing the death of a countryman, on Tuesday afternoon. The fact of the case, as recounted to us, are extremely simple, and go to show the disastrous consequences that sometimes attend a hurry. Both men were passengers on the *Yamut* ferry-boat on the afternoon mentioned, but as they were strangers to each other the conversation took place between them until the launch touched at the wharf on the Victoria side of the harbour. There the passenger who was stopping at a new flat showed to his pocket and, turning round, accused the other man of robbing him. The latter denied the accusation, whereupon the first gave him a back-handed blow in the region of the forehead. The blow was given with such authority, and carried so great force with it, that the effect, as has been stated, was instantaneous. The deceased dropped on the deck of the ferry, and the state of semi-consciousness and all that followed, bringing him round or to ascertain that he was unavailing, two Chinese constables were at hand and him rushed to the hospital, on the way he died. The coroner's inquest at the police station has been the cause of death.

HONGKONG CRICKET CLUB.

THE NEW RULES.

An extraordinary general meeting of the Hongkong Cricket Club was held last evening in the Pavilion. Mr. E. W. Mitchell, President, occupied the chair, and was supported by Mr. E. J. Grist, Dr. J. M. Atkinson, Messrs F. B. Deacon, F. Maitland, and Mr. A. G. Ward (Hon. Secretary)—members of the Committee; there were also 31 members present.

The Chairman said that the meeting had been called to consider and pass the revised rules which had been drawn up by the Committee. The main point was that the rules had been altered so as to enable the Committee to get a paid secretary. The other alterations were, he thought, of a minor nature. The best plan would be to read the new rules one by one and put them to the meeting. He would in such cases move the adoption of the rule and Dr. Atkinson would second.

The meeting signified its approval of this mode of procedure. Amendments were proposed as follows:—

Rule 12 provided that the quorum for an extraordinary general meeting should be 30 members.

Hon. G. S. SHARP moved that it be altered to 20.

Hon. A. M. THOMSON asked how many members there were in the Club?

The Chairman—About 400.

The amendment was lost.

Rule 14 was to the effect that every XI should elect their own Captain.

Mr. P. W. GOLDING moved an amendment that in every match in which the Club was represented, a XI should choose their own Captain, but that in scratch matches the Captain be chosen by the Committee or the Secretary. His reason for moving this amendment was that in these scratch matches very often nobody knew anybody else, and difficulties arose as to who was to bat and who was to bowl, and so on.

Mr. H. C. NICHOL seconded, and the proposal was carried.

Rule 19 provided that—“It shall be competent for the General Committee to invite such Officers of H.M.'s Navy or Army as may be stationed in Hongkong for a short time, as also such visitors as may from time to time be staying in the Colony, to become honorary members of the Club.”

Mr. H. C. NICHOL proposed an amendment that the Committee should invite the Governor, or Officer administering the Government, the Senior Naval Officer and the General Officer Commanding to be hon. members of the Club, and may invite such Officers of H.M. Navy and Army, etc.

Hon. Dr. F. W. CLARK seconded.

Hon. A. M. THOMSON—Could you not add the members of the Executive and Legislative Councils?

Mr. NICHOL's amendment was carried.

Rule 23 provided that—“No rule of the Club shall be repealed or altered, nor shall any new rule be made except at a general meeting of members.”

After some general discussion, it was agreed that the last clause be made to read: “except at an extraordinary general meeting called for that purpose.”

Except for some other minor alterations the new rules were approved and passed.

A vote of thanks to the Chairman ended the proceedings.

HONGKONG SANITARY BOARD.

A meeting will be held to-day, at 4.15 p.m.

ORDERS OF THE DAY.

Mr. Edward Osborne, pursuant to notice, will move—That the Government be asked to sanction a general cleansing of the Colony similar to that which took place last winter, but omitting fumigation.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Results of the examination made under “The Sale of Food and Drugs Ordinance, 1896” for the quarter ended September 30th, 1902.
2. Mortality Statistics for the Colony for the week ended 28th September and 4th October, 1902.
3. Approval of the Board's recommendation concerning the stalls of the Western Market.
4. Application for permission to erect a water-closet in St. Joseph's College.
5. Limericking Return for the fortnight ending Saturday, 11th October, 1902.

BARQUENTINE'S PERILOUS VOYAGE.

After a most eventful and dangerous voyage the barquentine *Enlita*, Captain Casey, has finally reached Manila, says the *Manila Times*. The vessel left Manila on June 16 with a cargo of coal for Iligan, Mindanao, the port of discharge. She reached there on July 4 and from that date until September 2 her crew was busy discharging and loading. Her return cargo consisted of logs and lumber for a Manila firm. On the latter date the barquentine left Iligan under her own sail and on September 5 she ran into a typhoon off the south end of Negros Island. She was stripped of every yard of her canvas, but the master remained with the ship. After the storm Captain Casey succeeded in getting his vessel into port at Cebu with three feet of water in her hold and all hands at the pumps.

A few days later another misfortune befell her. She broke out among the crew and six of the men died. Three were landed at Cebu and three at sea. Leaving Cebu on September 9, after having supplied the ship with a set of new sails, the skipper ran into another typhoon on the night of September 15. This was a severe blow and again the barquentine was stripped of her canvas, but to her credit be said, the vessel put in at Zamboanga where she lay at anchor from September 16 to September 20. When she reached Manila she was leaking badly, full of water, and all hands were at the pumps. It was not until she had been in Manila for some days that she was able to get under way. Captain Casey brought his vessel to Manila without further trouble.

But the greatest misfortune that befell Captain Casey on this voyage was the death of his wife, which occurred at Iligan. The remains were interred in the American cemetery there. Mrs. Casey was a native of Singapore and at the time of her death was 33 years of age.

Among the new taxes proposed by the Cuban Senate are one of 150 per cent. on common soap. We presume the Cuban legislators have gone on this ground principle that the inmates indulged in only by the wealthy classes ought to bear a heavy burden.

POLICE COURT.

Wednesday, 15th October.

Before Mr. F. A. HAZLEND (Police Magistrate).

ALLEGED EMBEZZLEMENT.

Lo Kwai Ting, the thief who is charged with embezzling over \$4,000 belonging to the Hongkong & Shanghai Banking Corporation, was admitted to bail of \$10,000, Mr. J. Hays, solicitor (Johnson, Stokes & Master), who appeared on behalf of the Bank, consenting to that amount. The hearing is fixed for Monday next at 2.15 p.m.

A MEN ROBBERY.

Three natives were remanded till next Monday at ten o'clock on a charge of being concerned in an armed robbery on a sampan lying off Sun-sui-po on the 30th inst.

The Water Police, as represented by Detective-Sergeant O'Sullivan and his men, had been on the hunt for the defendants for some considerable time, and the other day had pointed out to them by the complainant, a hawker, a small boat which he said resembled the one that had attacked his sampan. The boat was accordingly boarded and searched in the basin at Tsimshutsui Station, and some of the stolen articles were found on it. The only occupant was an old woman, who was placed in custody for receiving stolen property. She afterwards gave information to the police which led to the arrest of one of the three men now in custody, and he in turn gave away the other two. Four men were implicated, but the missing one is believed to have got away from the Colony.

BEFORE MR. E. D. C. WOLFE (Acting Police Magistrate).

EXCESS OF PASSENGERS.

On the complaint of Acting Inspector Kerr, Water Police, the master of the steam launch *Wing Choy* was fined \$10 for carrying 56 passengers in excess of the number allowed by his licence.

The master of the steam launch *Wing Fat* contravened the regulations by having 10 passengers too many on his boat, and was asked to pay \$4 for the oversight.

ASSAULTING A RICKSHA-COOLIE.

A German engineer pleaded not guilty to having assaulted a ricksha-coolie and refused to pay his legal fare.

The complainant went into the box and told the court that he drove the defendant to and from various places, ultimately depositing him at the Hongkong Hotel. He went to his house, but he did not wait him any more. As he did not offer to pay his fare, however, the complainant held out his hand and requested the defendant to “pay money.” The answer, he said, was a blow on the mouth from the defendant's stick. The complainant added that he was willing before the assault to let the defendant off for fifteen cents; after the assault he wanted a dollar. As the defendant refused to pay either sum, the complainant called a constable and gave him in charge.

The case against the defendant was found proved, and he was fined altogether \$6.30, the thirty cents to go as compensation to the coolie.

NORTHERN NOTES.

The following items are from the *P. and T. Times* of the 4th, 5th, and 7th inst.:

We regret to see premiums on foreign cheques still keep high in the City.

The Prefect and Magistrate have jointly notified that silver is not to be exported.

A tax of 4 cash per catty has been proposed on all salt sold throughout the Empire.

H. E. the Viceroy is despatching several hundred soldiers to reserve order on the line beyond Shanhaikwan.

We hear that the race pony *Chinua* goes to Shanghai, and that his price was the modest sum of Tls. 300.

A well known shipper vows that there is more water in the river fairway now than there has been for eight years.

The indemnity for the Mission property destroyed in Huanan where the two missionaries were murdered is stated in the native press to be Tls. 70,000.

The fact that a child in Peking has been taken ill after swallowing one of the new copper coins has started a prejudice against the new coinage.

Shensi officials in Peking are memorialising for the release of ex-sensor Sung Po-ku, who is still in prison on charges which cannot be substantiated.

The Central Government contemplate the appointment of a Governor in Chihli Province, the work being so extensive.

There are rumours that the German military bridge across the river is about to be removed further down stream, probably on the Russian Concession, as its present position interferes with the Russian Road.

Tang Taotai is stated to be much better, but is still confined to his room. He was able to receive the Tientsin Prefect yesterday and to discuss with him financial conditions in the City. They proposed trying to raise a loan from one of the foreign banks.

In the weekly edition of the *Times* last to hand we saw a list of the congratulatory telegrams to the King received from the Colonies. It does not appear that the message from Tientsin was ever acknowledged, though those from Hongkong and Shanghai were duly noted.

Ships are coming up so easily and frequently that a quartet at the Bund is hardly any longer worth claiming. The most enthusiastic appreciators of the new (or restored) regime are the Chinese passengers who escape the harpies that blockade the two stations, to say nothing of the Tongkian boatmen.

Warren's Circus continues to have bumper houses in Peking. On Wednesday Sir Robert Hart, the foreign military commander and many high Chinese officials, including the Governor of Peking, attended.

Mr. Je. Je informs us that the Customs Taotai at Newchwang has been instructed by the Board of Foreign Affairs to prohibit the Newchwang and prepare to receive back the only iron from the Russian authorities.

It is stated in the native Press that among the conditions which the Russian authorities are pressing in Peking, in addition to the coast of upkeeping the line outside Shanhaikwan, are the following:—

1. That Russia be granted the first privilege of using the line for transportation of troops when any foreign troops are being moved; also that Russia be given the first refusal of any Chinese transports for the same purpose.

2. That Russian mails must be carried free of charge and be fully protected.

In the primary department of a New York City school at the beginning of the American war with Spain, the teacher told a class of small boys something about the war, and asked all of them to hold up their hands. Up went every hand but Jack's, a boy of eight. “Why, Jack, why are you opposed to the war?” asked the teacher, and Jack's surprising answer was: “Cause, Miss Sophie, war makes history, and there's more of that now 'an I can ever learn.”

REVIEWS.

Uncle Joe's Legacy, and Other Stories. By GUY BOOTHBY. London and Bombay, George Bell & Sons.

This is a volume of short stories written in Mr. Boothby's characteristic style. They deal with every country under the sun and are splashed with local colour. The tales are all distinctly readable and entertaining; *Uncle Joe's Legacy*, the one from which the volume gets its title, is perhaps the strongest, dramatically considered. Some of the stories are of the Far East, and, as such, should be found palatable by residents on the China coast.

The White Witch of Mayfair. By GEORGE GRIFFITH. London and Bombay, George Bell & Sons.

This novel of Mr. Griffith's savours of the occult, as do most of his best known works. It is a powerful story, holding the reader's attention to the end. The “White Witch” is the daughter of a Continental noble of doubtful past, who nevertheless has the virtue of some of the best circles of London society. She is of bewitching beauty and is possessed at the same time of great hypnotic power. As the plot is developed, one discovers that her family are deeply involved in crime, in which she plays no inconsiderable rôle. By means of her extraordinary powers, she captivates the love of a young English officer—a V.C. and a millionaire—just returned from South Africa, and alienates his affections from his betrothed. The “White Witch” attains to the height of her devilish avariciousness by marrying this Lieutenant Grayson; and it is only after marriage she awakes to the reality that his manly love for her has kindled a like passion in her breast. Then begins the struggle of the woman's better nature against the chains of crime which hold her in their grip. Her desperate efforts to attain to freedom prove unavailing. The story of her heroic fight with the pursuing Nemesis and of the final tragedy is graphically told. That, however, and the after fortunes of the gallant Lieutenant Grayson must be read to be appreciated. In the course of the story, there is much light of a lurid colour incidentally thrown upon the private gambling dens of the Metropolis and their attendant vice. *The White Witch of Mayfair* must be set down as one of Mr. Griffith's most thrilling novels. It is of a kind that may not suit all tastes, but to lovers of the melodramatic in literature it will appeal forcefully.

Between the Dark and the Daylight. By RICHARD MARSH. London and Bombay, George Bell & Sons.

The suitability of the above title for a book of short stories is not very apparent. In one sense it is a correct appellation here, for the book is one which if once taken up would not be relinquished until it was finished, which would occupy a good deal at any rate of the period between dark and daylight. The stories have all, we think, already appeared in the monthly magazines. They will be new to many, however, and the most voracious magazine reader will be sure to find many that have escaped his observation. Of Mr. Marsh's powers as a story teller, it is needless to speak; these are well known. This book contains some of the best of his tales. Notable among them are *My Aunt's Excursion*, *The Irregularity of a Juryman*, *Epi*, and *The Haunted Chair*. For passing away an idle hour, better light literature could hardly be got.

The P. & O. CO. AND SOUTHAMPTON.

Rumour has been rife recently regarding the change of the port of call of the Peninsular and Oriental Company, from Plymouth to Southampton, and as in these days of stagnation any favourable idea is counted sufficiently good to break the monotony of dull or lowering prices, South-Westerns have been advanced on the strength of possible increases in the receipts of the docks and railway. The story naturally comes from Southampton (says the *Morning Post*) which desires nothing better than a such change, but as yet there have been no suggestions made as to why an alteration is likely to take place at all, and when one seriously looks at the position it would appear that the competition is not between Plymouth and Southampton, but between Southampton and London. The P. & O. boats call at Plymouth for the sake of the passenger service only, dealing with cargoes at London, and the whole point is that the four new boats which are now being built cannot, owing to their length and draught, be accommodated in the present docks of the company. It is therefore obvious that when these vessels take their position on the service it will be necessary to look somewhere else for their dock accommodation. Where that somewhere else will be it would possibly be difficult for even the directors to say themselves at present, for judging by when the first of the boats was commenced, it will be some time before it becomes necessary to even consider the point. The move may be only lower down the river to Tilbury, it may be to Dover, when the new harbour is completed, or it may be to Southampton; the change may be made for the whole of the fleet or for these four boats only, and, in fact, the position is full of possibilities and contingencies which the directors, overlooking all the inner workings of the position, while the advancing of South-Western Stock on such talk is, to say the least, premature.

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LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Vancouver on the 14th inst., at 5.30 p.m.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Bombay via Singapore for this port on the 13th inst., p.m., and is expected here on the 31st inst.

The Boston Tow Boat Co.'s steamer *Lynx* left Tacoma on the 10th inst. for Vladivostok and Port Arthur.

The steamer *Croydon*, from New York and Straits, arrived at Manila on the 13th inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 15th inst., at 6 a.m.

KWEILIN, KWANGSI.

Kweilin, 20th September.

THE SO-CALLED REBELLION.

Several pieces of information have just come in about the remains or possibly reconnoissance of the rebellion, so called. It is reported, but on what authority I cannot tell, that the city of Hsueh-shue, in the prefecture of K'ingyueufu, in the west of the province, has surrendered to the rebels, and that the official is a prisoner. These rebels are reported to be disbanded hordes, reinforced by malcontents.

Then again another place, a market named Hsueh-shue, in Yunfushan, in the prefecture of Kweilin, not so far to the south of this place, is in the hands of rebels, who are in some strength. This is far removed from the other centre, and certainly has no connection direct with it. Whether these are disbanded hordes or just malcontents, I have not yet been able to find out. This may be a rising of the brotherhood, which has been increasing in power during the past year especially.

A NEW BROTHERHOOD.

This “Brotherhood,” *Kotikui*, is a secret society that is rapidly coming into prominence, and is reported not to be more than a few years old. Secret meetings are held in the mountains at night, the country offering such facilities for such a purpose. But up to the present it has done nothing, but it is waiting until the time is ripe. It seems to be a rebel society, whether anti-foreign or not I do not know, probably the former, as there is certainly much anti-foreign feeling around on account of the cholera. To a brotherhood appears to have a large following, and it is with reference to this presumably that recent proclamations have been issued urging people to give up such things, and stating that if they do not they will be forgiven, if not, that they had better look out for the consequences. The punishing of people for not coming out at night is probably aiming in the same direction.

CHINA CONSULAR REPORTS.

In view of the commercial negotiations now concluded special interest attaches to several points dealt with in reports from His Majesty's Consuls in China recently issued by the Foreign Office.

With regard to the question of regulations for the navigation of inland waterways, the British Consul at Chinkiang deals at some length with the working of the existing regular lines at that river port, one of the most important centres of inland navigation in the Empire. Mr. Tristram says that the total entries and clearances of steam launches under the Inland Waters Regulations has steadily risen from 1,720 in 1898 (the year of the commencement of the scheme), 2,362 in 1899, 2,920 in 1900, to 3,277 last year. Of the last total, 1,978 were under the Chinese flag, 691 under the British, and 608 under the American. During most of the year the companies running these launches were in keen competition, and rates were cut below the point of profit; but in the autumn an agreement was come to by which different routes were allotted to the companies, and the traffic is now a very paying one. Specially built launches under foreign management are wanted. In those now in use the engineers are Chinese, and therefore accidents are to be expected, and as the passengers are often allowed to crowd the boats, such accidents have serious consequences. The navigation of inland waters in the neighbourhood of Chinkiang is hampered by the Chinese authorities, like every other concession granted to foreigners. The standing grievance of the launch-owners is the state of the Grand Canal. North of the Yangtze the canal often shoals to 2 ft. or less in the autumn and winter, while on the south it is only practicable for launches during two or three summer months. There is a special tax levied on goods for the conveyance of the canal, and it is said that fully 100,000 taels are collected annually by the conveyance office for this purpose. There is a powerful steam dredger available, but for many years it has never turned a bucket. Small steamers are expended annually on repairs to dams and sluices, which are absolutely necessary to keep any water in the canal at all. The balance of the money collected goes elsewhere. Another favourite official method of hampering launches is to declare such-and-such a waterway closed for insufficient and absurd reasons. Schemes of this kind the Consul may succeed in frustrating, but the clearing of the canal is beyond his power.

Mr. Wilkinson, our Consul at Ningpo, describes some of the results last year of what he calls “the *lekin* incident.” He says that the transit pass system at Ningpo is practically confined to the import trade, the only export passes last year being for a small quantity of opium and refuse silk; but complaints are made of an increase in the “destination tax” (*loki-shue*) at one at least of the barriers, and it is feared that, unless this grievance is remedied, importers will prefer to make their own arrangements with the *lekin* office rather than to take out transit passes. How heavily the various dues, which for convenience foreign traders together under the word *lekin*, weigh upon the trade in the district is shown in the case of such a purely native article as wool poles from the neighbouring province of Fokien. These pay for every 50 lbs. of Customs duty quite 12s. as *lekin*, and this at the very threshold, so to speak. *Lekin*, indeed, can hardly be considered at Ningpo as an “inland charge,” for *lekin* stations are posted miles behind the Customs-house not 50 yards from the water's edge, and every package for which no composition has been made must, as soon as it has paid import duty, submit to a *lekin* levy. Mr. Wilkinson has actually been consulted whether it would not be advisable to take out a transit pass to convey a consignment of sugar from the jetty into the city, a distance of under half-a-mile. One result of the establishment of *lekin* stations in what was formally declared in 1862 to be the “General Foreign Settlement” has been the elimination of the foreign merchant at Ningpo. The existence of *lekin* stations, more especially of those in the settlement, enables Chinese merchants, individually or collectively, to so undersell a foreign importer as to make it all but impossible for the latter to carry on business there. This aspect of the *lekin* incubus has been little dwelt upon, probably because the settlements of Shanghai, the centre of discussion, have long succeeded in maintaining their right to be considered an area free from *lekin*. That the Ningpo Settlement has an equal right to be so, but the Chinese merchants, as well as officials, are naturally unwilling to admit it, and unless the Treaty Powers interfere the right cannot be successfully asserted, and the foreign importer will

KODAK

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FOR THE

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WITH THE

KODAK AND BROWNIE CAMERAS.

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For Terms and Particulars, apply to—

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

DEVELOPING AND PRINTING UNDERTAKEN. GOOD WORK.

PROMPT RETURN.

Hongkong, 2nd September, 1902.

VICTORIA LITHOGRAPHIC WORKS.

33, WINDHAM STREET.

CENTRAL AGENCY: J. LANDHOLT, THE PHARMACY, 14, QUEEN'S ROAD CENTRAL.

THE ONLY LITHOGRAPHIC PRINTERS IN HONGKONG UNDER ENGLISH PROPRIETORSHIP AND EMPLOYING A TRAINED EUROPEAN LITHOGRAPHIC PRINTER.

THE BEST WORK GUARANTEED. ORDERS PROMPTLY EXECUTED.

CALENDARS. CARDS. LABELS. MAPS. PLANS. [2637]

not attempt to renew a hopeless struggle. If

lekin were abolished, he would be in a better position, and a number of European firms might again be seen thriving at the port. At the same time, Ningpo will remain *minim* *vicina* *Shanghai*, and cheap fares and a daily steamer will continue to tempt the Chinese purchaser to deal in the larger market. Last year the Maritime Customs took over the native Customs at the port, and for the first time the whole foreign trade is fully and accurately recorded, where hitherto only that conveyed in foreign bottoms was known. So far it appears that the trade controlled by the native Customs is equal to that under the Maritime Customs so that in future the figures of the trade will be doubled.

Of the financial condition of Fokien, Mr. Mansfield, our Consul at Amoy, gives a curious picture. This province, he says, has been required to contribute \$800,000 taels towards the yearly expenditure on the indemnity. This demand, though not a large one, has driven the Government of the province to its wits' ends for money, and wild and ill-considered projects for new taxation are constantly being broached. One of these was a farm of the prepared opium for the whole province. In the absence of a regular police force and with opium in cultivation all over the country, it would seem impossible to obtain a large revenue from it. The *lekin* in the neighbourhood of Amoy has been farmed for \$800,000; and, though none has so far occurred, trouble with the transit pass system is anticipated. An absurd attempt was also made to impose a tax of about 3 per cent. on all Chinese commercial transactions, but it is obviously impossible to levy this, as the tax would in most cases exceed the profit made by the merchants. The finances of the province seem to be in a perfectly hopeless state. It is not that the country cannot pay the amount necessary to the Imperial Budget, but that so little of what is actually collected finds its way into the Government coffers. An example of this occurred lately. In November last the Imperial Maritime Customs took the native Customs-house of Amoy under its supervision, and it has been found that over 200 people were employed there for work that a quarter of the number could easily perform. Things are undoubtedly far worse in the *lekin* department and the vast number of unnecessary employees batten on the “*lekin*” which the people have to pay to get their goods to the market.

Reform in this direction, says Mr. Mansfield, must necessarily be a long and tedious process; but this time of difficulty would seem opportune for persuading the Viceroy of the various provinces to engage competent foreign advisers on finance, who would draw up a provincial Budget on sound economic lines, and endeavour to introduce reform in the collection of taxation. If competent advisers were forthcoming many of the high officials would at the present juncture be inclined to engage them, and trade would benefit enormously by the introduction of a uniform system of taxation, the uniformity only confined to the area of each separate province. The anomalies of the present system, or, rather, want of system, form one of the great obstacles to the expansion of trade, as it is impossible to estimate beforehand the price at which goods can be laid down at any given spot. In some instances a differential charge is made according to the kind of boat conveying the goods. Even the transit duty is not uniform for goods under transit pass, for though no complaint is made, it is notorious that *douaneurs* of uncertain amounts are demanded and paid inland to obviate duty in examining and passing the goods. This trade is all in the hands of Chinese, who so long as the amount is not excessive, prefer to pay and look pleasant, and cannot be induced to come forward and complain.

A woman's face is said to be her own, making allowance for certain mysteries of “touching up,” which is known to the sex alone, but the American Court of Appeals has decided that the supposed belongs to the large catalogue of popular art. It has come about in this way. Miss Abigail Robertson, of Rochester, N.Y., started a local manufacturing company to restrain them from putting her portrait upon their barrels. The Judge of First Instance invented a form in which he called the “right of privacy,” which he declared had been infringed, and gave decree for the pursuer. The Appeal Court, however, has found that the “right of privacy” has no place in jurisprudence, and that it is no more possible for a citizen to prevent the publication of his or her portrait than to prevent comment upon his or her character or conduct. Presumably the same holds in England, although it is a curious fact that the photographer may have copyright in a portrait while the original of the portrait has none.

“YEBISU.”

THE FAMOUS

JAPANESE BEER

OF

TOKYO.

PLEASANT.

LIGHT.

PALATABLE.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

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Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

GENTLEMAN wants BEDROOM and BOARD in family. Terms \$110 to \$130 Monthly. Please apply—

T. T.

Care of Daily Press Office.

Hongkong, 16th October, 1902. [2762]

POSITION WANTED.

WANTED a Position by a Gentleman with large experience in matters relating to the Shipping and Insurance business. Best references supplied.

Address—

SHIPPING.

Care of Daily Press Office.

2763.

TO LET.

"WESTLEY," UPPER RICHMOND ROAD.

Apply to—

LAU CHU PAK.

Care of A. S. Watson & Co., Ltd.

Hongkong, 16th October, 1902. [2764]

FOR SALE.

A BICYCLE (Monopole). New last November and in perfectly good condition. Price, \$110.

Apply to—

Capt. K. L. STEVENSON, R.A.

R. A. Mess, Bowen Road.

Hongkong, 16th October, 1902. [2759]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 20th October, 1902, at 2.30 p.m., at his SALE'S ROOMS, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE

comprising—DRAWING ROOM SUITE, CHEST-OF-DRAWERS, OVERMANTLES, WASHSTAND and TOILET TABLES, DOUBLE BRASS BEDSTEAD, WARDROBES, GLASS-WARE, CROCKERY, CASE CURTAINS, &c., &c.

TERMS:—Cash on delivery.

On View from Saturday, the 18th October.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 16th October, 1902. [2765]

KING EDWARD HOTEL, No. 3, DES VEAUX ROAD.

TO-MORROW (FRIDAY) EVENING, 17th OCTOBER.

By kind permission of Col. Irwin, and Officers, the Band of the 33rd Burma Infantry will play the following selection during dinner at the above Hotel, from 7.30 to 10 p.m.:

PROGRAMME:

March "The King's Warriors" Royce

Overture "Hayden" Anser

Selection "Utopia Limited" Sullivan

Song "The Flight of Ages" Bannan

Selection "A Dream of Spring" Monckton

Volts "Crown of Spring" Ollenschaw

Barn Dance "Happy Dances" Godfrey

"God Save the King."

Hongkong, 16th October, 1902. [2768]

FEAST OF OUR LADY DA GUIA MACAO.

PROGRAMME.

ON the 18th instant, the opening of the Al Fresco Fete at 8 p.m. in the "Avenida Vasco da Gama," with illuminations and Band.

On the 19th instant, Solemn Mass (instrumentally) at 9.30 a.m. in the Cathedral of St. Francis Xavier, and the Band of the "Avenida" will play the "Avenida" on the Cathedral.

At 7.30 p.m. Al Fresco Fete on previous night, illuminations in the "Avenida" and the Band of the "Avenida" will play the "Avenida" on the Cathedral.

Band in the Avenida stand and at 9 p.m. Bonfires and Fireworks expressly ordered from Canton for the occasion.

The proceeds of the sale of fancy articles sold at the Al Fresco Fete on both nights will be for the benefit of the poor under the charge of the Sisters Conventuals of Macao.

Hongkong, 16th October, 1902. [2761]

EXCURSION! EXCURSION! EXCURSION!

"AL FRESCO FETE" AT THE AVENIDA VASCO DA GAMA (In Aid of the Poor Children of the Italian Convent).

WEATHER permitting, the commodious S.S. "CHUKONG" (late "Bakan Mar") will make a Special Trip to Macao leaving the OLD CANAL WHARF at 6 p.m. Sharp, on SATURDAY, the 18th inst., and will leave Macao for Hongkong at 8 p.m. on SUNDAY, the 19th October.

Return Fare... \$2.00

Berths in-Cabin (on application to the undersigned not later than Friday, the 17th inst.), for return trip... 4.00

Tickets can be had at THE EASTERN PRINTING OFFICE, No. 3, Wyndham Street.

Hongkong, 16th October, 1902. [2760]

M. S. DOLLAR STEAMSHIP CO.

STEAM FOR SAN FRANCISCO, VIA HAKODATE. THE Steamship

"ARAB."

Captain Gow, will be despatched for the above port on MONDAY, the 24th inst.

THE steamer has superior accommodation for First-class Passengers and is lighted throughout by Electricity.

For Freight or Passage, apply to ARNHOLD, KARBBERG & CO., Agents.

Hongkong, 16th October, 1902. [2767]

NEW ADVERTISEMENT

FROM HAMBURG, ROTTERDAM, ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA."

Captain Bremer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and a Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th October, 1902. [2758]

THE PEAK CHURCH.

THE ANNUAL MEETING of WORKSHIPPERS at the Peak Church will be held in ST. PAUL'S COLLEGE, TO-DAY (THURSDAY), the 16th OCTOBER, at 5 p.m.

BUSINESS:

1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Trustee.
4. To Elect a Committee.

F. T. JOHNSON, Hon. Secretary.

Hongkong, 14th October, 1902. [2736]

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of above Lodge will be held at the FREEMASONS' HALL, Zetland Street, TO-DAY (THURSDAY), the 16th OCTOBER, at 5.30 p.m., precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 11th October, 1902. [2719]

KOWLOON HOTEL.

NOTICE.

THE Band of the 33rd Burma Infantry will play in the GARDEN of the above Hotel TO-DAY (THURSDAY), the 16th instant, from 7.30 to 10.30 p.m., and on every THURSDAY NIGHT until further notice.

Hongkong, 15th October, 1902. [2747]

THE KOWLOON GARRISON

ATHLETIC MEETING will be held at the HAPPY VALLEY, TO-MORROW (FRIDAY), the 17th instant, commencing at 11 a.m.

The Officers of the Kowloon Garrison will be "AT HOME" to their friends on the ground.

Hongkong, 14th October, 1902. [2737]

VICTORIA LITHOGRAPHIC WORKS,

33, WYNDHAM STREET.

Central Agency: 14, QUEEN'S ROAD CENTRAL.

NOTICE.

THE PROPRIETOR of the Victoria Lithographic Works being of opinion that confusion has arisen and is likely to arise owing to the similarity in title adopted by another firm, begs to inform the Public that these Works have absolutely no connection with any other Lithographic establishment that may exist in Hongkong or with any proposed Lithographic company that is now being promoted.

The VICTORIA LITHOGRAPHIC WORKS are under English proprietorship, and the technical management is under a skilled French lithographic artist and engraver.

The Works will be run as a FIRST-CLASS LITHOGRAPHIC ESTABLISHMENT, with the Latest Machinery and Methods, and a Good Stock of Papers, &c.

High-class Printing is guaranteed.

Special facilities for FRENCH and GERMAN work.

Special attention paid to the production of CHINESE CALENDARS.

Hongkong, 15th October, 1902. [2748]

JUST PUBLISHED.

TALES OF HONGKONG

By "DOLLY."

Price... \$1.00

ON SALE AT KELLY WALSH, LTD., AND W. B. B. & CO.

As the Edition is very small, Orders should be sent in at once, to avoid disappointment.

Hongkong, 11th October, 1902. [2717]

THE FIFTH NATIONAL INDUSTRIAL EXHIBITION, 1903.

OSAKA, JAPAN.

MOST comprehensive display of Art, Science and Industry installed into eleven buildings, viz.—Agriculture, Forestry, Fishery, Manufacture, Machinery, Transportation, Education, Fine Arts, Zoology, Foreign Exhibits, and Aquarium (at Sakai).

Opens on March 1st, and closes on July 31st, 1903.

Hongkong, 15th October, 1902. [2745]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 16th OCTOBER, at Noon, at their SALES ROOMS, 20, DES VEAUX ROAD, SUNDRY HOUSEHOLD FURNITURE.

comprising—IRON BEDSTEADS, MARBLE TOP WASHSTANDS, BREAKWOOD SIDEBOARD with GLASS, SHOW CASE, SOFAS, CHAIRS, &c., &c.

Also An Assortment of IRON SAFES, SCALES, BICYCLES, 35 Pieces UNION TWEEDE, &c., &c.

2 Casks CLARET and One Cask ENGINE OIL.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th October, 1902. [2751]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$30 per Share for the year 1901, equivalent to 60 per cent. on the paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 10th October.

By Order of the Board.

W. J. SAUNDERS, Secretary.

Hongkong, 9th October, 1902. [2714]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock Noon, on THURSDAY, the 23rd October.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, 24th September, 1902. [2561]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held in the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, on THURSDAY, the 23rd October, 1902, at Noon.

By Order of the Board of Directors.

W. KERFOOT HUGHES, Secretary.

Hongkong, 15th October, 1902. [2752]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on MONDAY, the 27th day of OCTOBER, 1902, at 12 Noon, for the purpose of confirming the following Resolution passed at the Extraordinary General Meeting of the Company held this day (11th October, 1902):

That it is expedient to effect an amalgamation of this Company with THE BORNEO HARDWOOD COMPANY, LIMITED, of the City of London, and that with a view thereto the Consulting Committee be authorised to confirm the Provisional Agreement dated the 8th day of August, 1902, entered into in London between this Company by Mr. J. M. WHEELBY of the one part and THE BORNEO HARDWOOD COMPANY, LIMITED, of the other part and submitted to this Meeting with such modifications and additions as the Consulting Committee may consider will best serve the interests of this Company and to carry the same into effect.

Dated this 11th day of October, 1902.

By Order of the Consulting Committee.

WILLIAM D. JUPP, Acting Manager.

[2725]

FOR SALE.

THE Undersigned have been instructed to offer for sale privately, Sundry Lots of Machinery, at the WANCHAI MACHINERY GODOWNS and ENGINEERING ESTABLISHMENT, CROSS LANE, Hongkong, comprising—

STEAM LAUNDRY MACHINERY, MARINE SCREW ENGINES, BOILER WORKS, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL BOILER, STEAM SERRATING GEAR, STEAM HAMMER, ONE MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC BAILING PRESS, 8 HYDRAULIC JACKS (new) from 4 to 20 tons, PARKER'S PARALLEL VICES, ONE SPRING SCREWING MACHINE, FOUR NEW CAPSTANS, ONE SET PLATE-BENDING ROLLERS, &c., &c., &c.

And A Large Quantity of ANGLE IRON ROUNDS and SQUARE STEEL BARS of Various Sizes, and Six Cases of BRASS CONDENSER TUBES, suitable for Condensing Engines.

The Engineering and Moulding Shops are in progress or working order and can be sold as going concern if required.

For further particulars, apply to HUGHES & HOUGH, Brokers and Auctioneers.

Hongkong, 4th October, 1902. [260]

STEAMSHIP "SUAT" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo, and for Cargo Short Received, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Ltd.), Shanghai, on or before 23rd OCTOBER next, after which date no Claims will be recognised.

GEORGE MCBAIN, Hongkong, 18th September, 1902. [2593]

TO LET.

OFFICES at 4, QUEEN'S ROAD CENTRAL.

Apply to—

G. GIRAULT.

Hongkong, 3rd January, 1902.

TO LET

TO LET.

THE RETREAT, MOUNT KELLY.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 2, RIFON TERRACE.

GODOWNS at BOWRINGTON (PRAYA EAST).

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd September, 1902. [71]

TO LET.

No. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—

SPANISH PROCURATION.

Hongkong, 1st April, 1902. [197]

TO LET.

29, MOSQUE STREET, GROUND FLOOR.

Apply to—

LINSTEAD & DAVIS

Hongkong, 10th September, 1902. [2423]

TO LET.

ROBINSON ROAD, Hongkong. Two or three Unfurnished Rooms in large well-built House.

Apply to—

X.

Care of LANE, CRAWFORD & Co.

Hongkong, 15th October, 1902. [2750]

TO LET.

MEIRION No. 2, the Peak, 6 Rooms, House near the Flagstaff; from 15th October, 1902.

Apply to—

E. JONES HUGHES.

Hongkong, 7th October, 1902. [2678]

TO LET—UNFURNISHED.

No. 14, SEYMOUR TERRACE, from 1st November next.

For Particulars, apply to—

LEUNG YAN PO, Comptroller.

Care of GIBB, LIVINGSTON & Co.

Hongkong, 2nd October, 1902. [2626]

TO LET.

FURNISHED HOUSE at PEAK, with Immediate Possession.

Also Unfurnished: Nos. 5, 18, 19, 20, and 27, BELILIOS TERRACE.

For terms, apply to—

TURNER & CO.

Hongkong, 2nd October, 1902. [2623]

TO LET.

SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL; suitable for Office.

Apply to—

SUI CHEUNG, 81, Bonham Strand East.

Hongkong, 13th September, 1902. [2448]

TO LET.

GODOWNS at WANCHAI with RISE suitable for storage of Coal or any other Merchandise.

Apply to—

HASON LEE, No. 255, Queen's Road.

Hongkong, 26th September, 1902. [2587]

TO LET.

BAHAR LODGE, the Peak; Vacant 1st November Next.

For terms and particulars, apply to—

HUMPHREYS ESTATE AND FINANCE CO., LD.

Hongkong, 7th October, 1902. [2678]

TO BE LET.

GODOWN No. 1 (GROUND and TOP FLOORS), PRAYA EAST. Storing capacity about 3,500 tons.

Apply to—

MOK MAN CHEUNG, Comptroller D.P.T., BUTTERFIELD & SWIRE.

Hongkong, 2nd August, 1902. [2090]

TO LET.

NO. 38, LEIGHTON HILL ROAD, Double-frontage House.

Apply to—

AHMET RUMJAHN, 10, D'Aguilar Street.

Hongkong, 27th September, 1902. [2576]

TO LET.

EUROPEAN HOUSES, Nos. 3, 4, 5, 7, 9, 11, 12, 13, and 15, Morrison Hill Gardens (opposite Monument at Racecourse).

Apply to—

SANG KEE, Comptroller Department, Messrs. Jardine, Matheson & Co.

Hongkong, 8th October, 1902. [2688]

TO LET.

A GODOWN, very Suitable for dry Storage; Ground Floor space 3,000 square feet.

For Particulars, apply to—

W. LYSAUGHT, 151, Wanchai.

Hongkong, 12th September, 1902. [2444]

TO LET.

"TANG YUEN," MACDONNELL ROAD, BOARD AND RESIDENCE.

ALICE and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour.

Apply at the House or at FAIRALL & CO., Queen's Road.

[2705]

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower.

Apply "HADDINGTON HOUSE," Kennedy Road (Opposite Union Church).

Hongkong, 14th August, 1902. [2189]

BOARD AND RESIDENCE.

MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1902. [2515]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1902.

BANKS

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai, 5,000,000 PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton Hankow

Chefoo Peking

Chinkiang Penang

Chungking Singapore

Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.

4% " " " " 6 " "

5% " " " " 12 " "

E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£200,000

RESERVE LIABILITY OF SHAREHOLDERS.....£200,000

RESERVE FUND.....£250,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent

" " " " 6 " " 3 " "

" " " " 3 " " 2 " "

T. P. COCHRANE, Acting Manager.

Hongkong, 4th June, 1902. [111]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000

SUBSCRIBED.....1,125,000

PAID-UP.....562,500

RESERVE FUND.....50,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

On FIXED DEPOSITS—

For 12 months.....4%

" " " " 6 " " 3%

" " " " 3 " " 2%

EVAN ORMISTON, Acting Manager.

Hongkong, 1st April, 1902. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED...Yen 24,000,000

CAPITAL PAID-UP.....18,000,000

CAPITAL UNPAID.....6,000,000

RESERVE FUND.....9,010,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio Kobe Nagasaki

London Lyons New York

San Francisco Honolulu Bombay

Shanghai Tientsin Newchwang

Peking

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

" " " " 6 " " 3 " "

" " " " 3 " " 2 " "

TAKAO HODSUMI, Manager.

Hongkong, 22nd September, 1902. [478]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

STERLING RESERVE.....\$4,750,000

SILVER RESERVE.....\$14,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.

HON. R. SHEWAN—Chairman.

A. HAUPT, Esq.—Deputy Chairman.

HONGKONG BUSINESS DIRECTORY.

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DAILY PRESS' OFFICE.
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BISMARCK & CO.
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KWONG SANG & CO.
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MOORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipchandlers' Commission ("Greyhound Brand") and Blundell Spence & Co.'s Commission.

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1 MAP; 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS.
Hongkong, 22nd August, 1902.

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EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saager Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.

Sole Agents.
Hongkong, 25th July, 1902.

A. LING & CO.

68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE.
PLATED GLASS AND CROCKERY.

POOCHOW LACQUERED WARE.
Hongkong, 7th October, 1902.

AUTOMATIC MAUSER PISTOLS.

WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS.

SIEGMEN & CO.
Hongkong, 2nd October, 1902.

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG, A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901.

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8, QUEEN'S ROAD CENTRAL.
Opposite Robinson Piano Co.
Hongkong, 20th November, 1901.

NOTICE OF FIRM

NOTICE.

THE Undersigned has been appointed AGENT for Hongkong and Vicinity for the NEW YORK LIFE INSURANCE COMPANY from this date.

ALEC KIENE.
Hongkong, 20th September, 1902. [2685]

INSURANCES

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HOTZ, S. JACOB & CO.
Hongkong, 1st September, 1902. [2627]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAITRE & CO.
Hongkong, 7th February, 1901. [473]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BRÖCKELMANN & CO. Agents.

Hongkong, 21st April, 1897. [118]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at current rates.

DOUGLAS LARRAIK & CO. Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ASSETS EXCEED TEN MILLIONS STERLING.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS against FIRE, at current rates.

WM. MEYERINK & CO. Agents.

Hongkong, 3rd June, 1902. [2376]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901, £15,722,683.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 857,500 0 0

II. FIRE FUNDS... 2,895,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SIEMSEN & CO. Agents.

Hongkong, 16th November, 1872. [25]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SIEMSEN & CO. Agents.

Hongkong, 16th May, 1892.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at current rates.

SIEMSEN & CO. Agents.

Hongkong, 29th May 1895.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £625,719

Total Losses Paid... £29,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

WM. MEYERINK & CO. Agents.

Hongkong, 22nd July, 1902. [1427]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

HCTZ, S. JACOB & CO. Agents.

Hongkong, 2nd April, 1900. [26]

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Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow.

The "Daily Press" Office, Hongkong, and at the London Office, 131, Fleet Street, Hongkong, 26th November, 1901. [30]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN, 33, Des Voeux Road CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A. Hongkong, 4th March, 1902. [2883]

THE JAPANESE LOAN.

[FROM A SPECIAL CORRESPONDENT.]

Tokyo, 5th October.

THE NATURE OF THE LOAN.
From an editorial which has just appeared in the Japan Times, it would seem that an attempt is made to prove that the above loan is not a loan strictly speaking and that Japan will not in consequence of it be indebted any more than she is at present to any foreign country. It is hardly necessary for me to point out that this contention is unwarranted.

JAPANESE PRESS GLAD.
The Japanese Press is excessively pleased at this happy turn of events, all the more so as it was becoming increasingly evident to thoughtful observers that the Cabinet would have difficulty in drawing up the Budget for the next financial year. The Budget amounted to 269,000,000 yen, but the Government was reported in some quarters to be far short of that amount.

To make both ends meet a great cutting down of expenses was necessary; and indeed the question of cutting down administrative expenses is one that has been very prominently before the public for the last two years. It is the powerful plank in Marquis Ito's programme; and, as all parties proposed to see the necessity of it, the Cabinet retained the services of Mr. Okuda who had been Director of the Legislative Bureau and Chairman of the Administrative Reform Commission in the Ito administration. Mr. Okuda accordingly continued to draw up the programme of retrenchment upon which he was engaged at the time of Marquis Ito's resignation, and about a week ago he finished it and presented it to his colleagues. Now Mr. Okuda is a strong self-willed man, although a young one, and having moreover no particular reason for sparing the Katsura Cabinet a certain amount of unpopularity in official circles by the recommendation of drastic reforms, he handed in a programme which is generally understood to have been of a fairly drastic character, dealing pretty exhaustively with various defects in the Japanese administrative system and recommending in particular a great curtailment of the administrative expenses, at present far too high on account of the delegation by officials of their work to minor officials and the passing of it on by these to others still farther down the official scale.

Another theory he recommended was the creation or re-establishment of a Public Works Department; but all these suggestions were ignored by the Cabinet, whereupon Mr. Okuda immediately resigned. His resignation caused some little excitement in political circles for it seemed to imply that the Government would not bother its head about retrenchment; but now that the news of the loan has been made public people can understand the Government's pliegm.

MR. OKUDA'S RESIGNATION.
To show, before I go any further, the bad impression made on the public mind by the resignation of Mr. Okuda and at the same time to bring a little more prominently before your readers this strong character who will undoubtedly, if he lives, be one of the leading statesmen of Japan, I shall here quote what the Tokyo papers said on the occasion.

Unusual importance was attached by several papers to the resignation of Mr. Okuda, not only because of the fact that the post he resigned is one carrying great weight, but also because of other considerations. For instance that resignation was interpreted as indicating the Ministerial inability to carry out administrative and financial reforms of any resolute character, efforts to which the Government had committed itself. Some even said that this resignation might be regarded as placing a sort of barrier between the Ministry and a certain outside force whose views Mr. Okuda is supposed to have represented.

The *Chuo* and *Yomiuri* both treated the incident editorially, and they both regard Mr. Okuda's resignation as a shadow cast by coming events. The *Chuo* said that the Ministerial rejection of Mr. Okuda's reform measure made it stand against, so to speak, and that it was the new. If the news means, as the journal fears it means, the resignation of the Government not to carry out any decisive reform measure, then Mr. Okuda's resignation may serve as a fore-runner of a Ministerial crisis. The *Yomiuri* thought that the inability of the Ministry to carry out the reform desired by all classes must reflect on its prestige, and that Mr. Okuda's resignation may prove sooner or later its death wound.

THE COMING BUDGET.
Some vernacular papers assert, it is true, that there was never any difficulty about the budget for the coming fiscal year. The *Kokumin*, a very well-informed paper, says, for example: "Some would have us believe that the Government is finding it very difficult to compile a satisfactory budget for the fiscal year 1903-1904. We learn, however, that the Government is in a position to balance easily the two sides of the account even by including in the budget some new undertakings in addition to carrying out without any change the portions of the 'continuation' works previously apportioned for next year. The only question that the Government is considering at present is the question of how to enlarge the revenue surplus, and not the question of how to balance the two sides" (so the *Kokumin* learns, according to the *Japan Times* translation). "On the other hand one question which is receiving the Government's attention is that of keeping in force the present increased rate of land taxation. This question of continuing the present rate is not taken up, however, with the object of meeting any prospective deficit in the budget, but it is done so rather to find means for launching a new undertaking of a positive character. In other words the object kept in view in this connection is to put in practice a third programme of naval expansion. With this naval programme shelved for the present the Government finds it not only unnecessary to continue in force the present increased rate

of the tax in question, but it may wish at any difficultly restore that rate to its original schedule in 1904, as provided by the law as it stands. Moreover, the Government will from that year be able to annually appropriate a sum of six and a half million yen to the war-vessels replenishing fund. Further, after 1905 the budget will come to show a yearly surplus of six million yen in addition to the above."

However this may be, there is no doubt that Japan's finances are by no means in a bad state, as according to the official figures the excess of revenue over expenditure in ordinary accounts during the last six years was in round numbers as follows:—

1896-1897	yen 4,000,000
1897-1898	16,000,000
1898-1899	13,000,000
1899-1900	9,000,000
1900-1901	43,000,000
1901-1902	41,000,000

1902-1903 yen 48,000,000
It is true that the post-bellum programme of new undertakings have largely augmented expenditure in the extraordinary accounts without corresponding increase in the extraordinary receipts, but even then the excess of revenue over expenditure in total account for the same period stood as follows:—

1896-1897	yen 18,000,000
1897-1898	2,701,000
1898-1899	286,000
1899-1900	88,000
1900-1901	3,104,000
1901-1902	289,000

The state of things disclosed by these figures should be regarded as satisfactory when we consider that the total expenditures in these years are four times the total expenditures in 1895-1896 when they stood at \$5,317,180 yen. One had feared in Japan's financial position was of course the fact that her people are taxed to the last limit, taxed far more heavily than the most heavily taxed peoples of Europe when we take into consideration the comparative poverty of the Japanese. Another bad feature was that their surplus was devoured by ever-increasing extraordinary expenditure that necessitated the floating of loans and seemed to keep the country continuously hovering over the brink of financial ruin.

It is said that in the present fiscal year the Government had determined to float none of the usual home bonds, but to most of the extraordinary expenditure with the surplus out of the ordinary revenue, which some journals assert to be nearly 5,000,000 yen. In other words the Government meant to meet out of its ordinary receipts the expenses of the railways, telephones, and other official undertakings that were originally included in the list of the works to be carried out by means of loans.

THE ARRANGER OF THE LOAN.

Mr. Soyeda, the Director of the Industrial Bank, the institution which arranged the loan with the H. & S. Bank, is the lion of the hour. The *Nichi Nichi* has interviewed him and obtained from him a history of the transaction. He says that the Bank continued off and on after its establishment to receive comparatively small applications from foreign financiers desirous of investing their money in Japanese bonds. In May last the Bank was approached by a certain party as to a big sale of bonds, but the negotiations ended in failure as the conditions offered were not quite satisfactory. The overtures were renewed by the same party towards the latter end of August with the result already stated.

Mr. Soyeda thinks this stroke of business just in the ordinary day's work of the Bank, which gets nothing out of it, he says, but increased prestige. The only conspicuous feature in the present transaction is, he thinks, the fact that the 5 per cent. bonds for which a market could not be found at home can be sold in a foreign country. He is specially glad to hear from London that the English market is favourably disposed to the sale of the bonds.

SATISFACTION OVER THE LOAN.

What pleases not only Mr. Soyeda but all Japanese in connection with this loan is the fact that it has been concluded without any loss of honour proper on the part of Japan, in other words that neither the Industrial Bank nor the Japanese Government has been made to submit to hard terms such as would scarcely be demanded of a South American Republic but which is considered by some financiers to be good enough for Japan. Of course the face value of the bonds is to be endorsed in British gold and the bonds are to be endorsed as instrument of exchange. Mr. Soyeda airily dismisses this as a little arrangement "only for convenience sake," but, however that may be, he is perfectly right in declaring the present transaction a great advance on the sale of the war bonds several years ago.

The price of the bonds is to be remitted to Japan as soon as the bonds shall have reached London, and probably a greater part may come in by the end of the year and the rest by February next at the latest. Mr. Soyeda thinks that the great secrecy kept about the transaction till it had been concluded was an important cause of success, and he hopes that with this sale both the Government and the Bank of Japan will be enabled more efficiently to conduct their respective parts in the economy of the country.

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[2894-2]

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Hongkong, 1st July, 1902. [189]

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LONG FLAX

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GLASGOW	and LIVERPOOL...	"PATROCLUS"	On 24th October.
GLASGOW	and LIVERPOOL...	"SUDAS"	On 30th October.
GLASGOW	and LIVERPOOL...	"TANTALUS"	On 6th November.
GLASGOW	and LIVERPOOL...	"ALCINOUS"	On 13th November.
TO		HOMEWARDS.	TO SAIL
LONDON	.....	"ACHILLES"	On 28th October.
LONDON	.....	"MENELAUS"	On 11th November.
LIVERPOOL	Direct	"DEUCALION"	On 20th November.
(Taking Cargo at London Rates)		"AGAMEMNON"	On 25th November.
LONDON			

For Freight, apply to

Hongkong 14th October, 1902.

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AGENTS.CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"YANGTZE"	.....	On 29th October.
GLASGOW and LIVERPOOL...	"TEENKAI"	.....	On 19th November.
GLASGOW and LIVERPOOL...	"MOYNE"	.....	On 27th November.
GLASGOW and LIVERPOOL...	"OOPAK"	.....	On 10th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE, and YOKOHAMA	"YANGTZE"	On 31st October.

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AGENTS.

Hongkong, 3rd October, 1902.

[2402]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHANSI"	On 17th October.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 17th October.
SHANGHAI	"YOHOW"	On 18th October.
CEBU and ILOILO	"KAIFONG"	On 22nd October.
THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, and MEL- BOURNE	"TAIYUAN"	On 23rd October.

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Hongkong, 14th October, 1902.

[12]

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OREGON RAILROAD & NAVIGATION CO.				
STEAMSHIP	TONS	CAPTAIN	HONGKONG.	
"INDRAVELLI"	4,890	W. C. Craven	October	27, 1902
"INDRAPURA"	4,890	Hollingsworth	November	14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December	14, 1902
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates to Pacific Coast Points and all Eastern, Canadian and with or apply to with or				

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to.

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 8th October, 1902.

[41]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
Call at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUETZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, YEMEN and ADRIATIC PORTS.)
THE Company's Steamship

"TRIESTE" will be despatched as above
on SATURDAY, the 18th inst. 4 p.m.
This Steamer has a Capital Accommodation for
Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 11th October, 1902.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and
taking through Cargo to ADELAIDE,
NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE" will be despatched for the above
ports on THURSDAY, the 23rd inst.,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.

A Surgeon and a fully qualified Surgeon
are carried.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th October, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DIBOUTY, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th instant, 1902, at
1 p.m., the Company's Steamship
"BALAZIE" Captain Aubert, with Mails,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSITMENT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m., on the 19th
October. (Parcels are not to be sent on
board; they must be left at the Agency's Office.)
Contents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th October, 1902.

[2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN, and SOUTH AFRICAN PORTS.

THE Steamship

"BALLARAT" will be despatched for the above
ports on SATURDAY, the 25th October, at
Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th October, 1902.

[1]

NORDBEUTSCHER LLOYD, BREMEN

NOTICE.

STEAM FOR SANDAKAN.
Call at KUPAT.

THE Company's Steamship

"SANDAKAN" will be ready to load for the
above port on the 19th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 11th October, 1902.

[2720]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"ANNAM" will be despatched for the
above ports on or about SUNDAY, the 19th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 14th October, 1902.

[2]

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, will be despatched for MANILA
on TUESDAY, the 21st inst., at Noon.Magnificent Accommodation. Comfortable
Cabins. Excellent Table. Unrivalled Speed.
Electric Light. Doctor and Stewardess carried.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.Prince's Buildings, Ice House Street,
Hongkong, 14th October, 1902.

[76]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

3,876 Tons.

Captain G. S. Weirall, will be despatched as
above on TUESDAY, the 21st inst., at 4 p.m.This steamer has superior accommodation for
First-class Passengers, and is fitted throughout
with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 14th October, 1902.

[2742]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).PROPOSED SAILINGS FROM HONGKONG,
1902

"LOTHIAN" About 23rd Oct.

"LOWTHER CASTLE" 4th Nov.

"BORDER KNIGHT" 15th Nov.

"ORONO" To follow.

"CROYDON" To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 11th October, 1902.

[711]

STEAM FOR BALTIMORE AND NEW
YORK.

THE French Steamer

"CHARLES TIBERGHIEN" will be despatched for the above ports on or
about 5th November.For Freight, apply to
ARNOLD, KARDER & CO.,
Agents.

Hongkong, 15th October, 1902.

[2743]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with EXPORT
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1899.

[2743]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR
THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour:
ALLAN, American ship, McKay—Standard
Oil Co.ASTRAL, British ship, Dunham—Standard
Oil Co.KELAT, British ship, J. Hughes—Order.
MANUEL LAGUNA, American ship, Nichols—
Standard Oil Co.PLEIADAS, American ship, Purington—Dodwell
& Co., Ltd.

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEW,
Manager.

20, Des Vaux Road.

Hongkong, 13th June, 1902.

[165]

QUAN WAH & CO.
GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1902.

[1865]

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 10th October, 1902.

[7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. India.
From Australia, &c., ex s.s. Himalaya.
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless in-
structions are given to the contrary before 5 p.m.
to-day, 11th inst.

Goods not cleared by the 18th inst., at 4 p.m.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company, who will
survey Goods at 11 a.m. on Tuesdays and
Fridays. Certificates of damage must be
obtained within ten days of the vessel's arrival
here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1902.

[1]

OCEAN STEAM SHIP COMPANY,
LIMITED.NOTICE TO CONSIGNEES OF CARGO
EX "AJAX."CONSIGNEES of Cargo ex above steamer,
which Arrived on a reef near Jeddah on
or about 1st June, 1902, are notified that all
Claims other than for sea damage should be
rendered to the undersigned, accompanied by
survey report in duplicate, on or before 25th
instant, after which date they cannot be re-
cognised.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th October, 1902.

[2713]

HONGKONG
STEAMERS.

Ailsa Craig, British str., 2,166, Mody, Oct. 14.

Anamba, Danish str., 1,325, Corison, Oct. 10.

Melchers & Co.

Amping, Chinese str., 1,159, Richards, Oct. 12.

Arab, Danish steamer, 2,674, Gow, Oct. 13.

Arnold, Karberg, & Co.

Arnold Layken, Ger. str., 1,075, Urberfeldt, Oct. 13.

Oct. 13, A. R. Trading Co.

Border Knight, British str., 7,720, Splatt, Oct. 2.

D. Dodwell & Co., Limited.

Dydo, Norwegian str., 771, Carlson, Oct. 13.

Sander, Wiele & Co.

Chiyeun, Amr. str., 1,211, Sleeman, Oct. 12.

Chinese

Daigri Maru, Jap. str., 846, Kitano, Oct. 15.

Osaka Shosen Kaisha

Decca, German str., 734, Schlaikier, Oct. 11.

Sander, Wiele & Co.

Deccalion, British str., 4,476, Keay, Oct. 13.

Butterfield & Swire

Elg, Norwegian str., 798, Henriksen, Oct. 15.

Chinese

Empress of China, Brit. str., 3,003, Archibald, Sept. 30.

C. P. R. Co.

Esang, British steamer, 1,127, Roope, Oct. 15.

Jardine, Matheson & Co.

Feiching, British str., 989, Gordon, Oct. 13.

Chinese

Fochow, British str., 1,158, Smale, Oct. 4.

Butterfield & Swire

F. Boyes, Amr. str., 448, Ydayaga, Oct. 12.

Brandao & Co.

Geau, Norwegian str., 624, Pedersen, Oct. 13.

Chinese

Germania, German str., 1,713, Bruhn, Oct. 15.

Johsen & Co.

Haldis, Norwegian str., 1,366, Salvassant, Oct. 7.

Sander, Wiele & Co.

Hanoi, French steamer, 742, Merles, Oct. 5.

A. R. Marty

Hohao, French str., 509, Merles, Oct. 3.

A. R. Marty

Hongkong Maru, Jap. str., 8,169, Filmer, Oct. 10.

Toyo Kisen Kaisha

Hsi-ping, British str., 1,298, Macfarlane, Oct. 12.

Chinese

Hue, French steamer, 704, Goddard, Oct. 12.

A. R. Marty

June, American str., 483, Amisabala, Oct. 14.

Order

Kongwai, German str., 1,115, Issas, Oct. 13.

Melchers & Co.

Knia Gortschakow, Russian str., 2,477, Torse, Oct. 15.

Bradley & Co.

Laisang, British steamer, 2,225, Tadd, Oct. 4.

Jardine, Matheson & Co.

Loongmoo, Ger. str., 1,245, Schulz, Oct. 8.

Siemssen & Co.

Marchon, British str., 4,276, Hannah, Oct. 15.

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VISITORS AT HOTELS
HONGKONG HOTEL.

Mr. C. H. Allen	Mr. E. Lundholm
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C. H. Fawcett	Hon. B. Murray
Mr. & Mrs. E. H.	Mr. W. W. Sawyer
Forster, A.P.D.	Mr. Juan Seiboth
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Mr. Andrew Forbes	Rev. & Mrs. W.
Major G. A. French,	Southam
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Mr. S. Hobbes	Mrs. Ulick Winton
Mr. G. O. Heron	
Lieut.-Col. & Mrs. Heron	
and child	

Mr. & Mrs. R. E. Chan-	Chalchabun Hotel
bers	Lieut. A. Rowand
Mr. A. Denison	Mr. & Mrs. F. E. C.
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Mr. [redacted]
Mr. [redacted]

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Wholesale and Retail. Prices very mod
No. 39, QUEEN'S ROAD CENTE
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Anterior & Speciality.

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AT Messrs. KELLY & WALSH,
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Hongkong, 6th March, 1912.

THE STEAM LAUNDRY COMPANY

WORKS:—Causeway Bay (ad
Kennedy's Stables).

AL MARBLE

ALL work is done under European vision, and the objectionable practices common to Chinese laundries, of dampening the mouth and leaping on the clothes, is permitted. Collection and delivery at residences. Gentlemen's washing, 58 per cent. Special terms to families on application.

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HAIG & HAIG,
3 Star, SPECIAL—The finest of all
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HONGKONG 22nd April 1902.

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BUILDING CONTRACTORS, SURVEYORS
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All kinds of **SANITARY APPLIANCES**
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SAFES in the Colony. Call and See.

Try the **Taiwan Stone Lime**—the best

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Hongkong, 1st October, 1902.

RUINAET PERE & FIELE, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
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Ship only the Finest Quality
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5 Star, LIQUOR—Exquisite, best in the
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STAMPS IN Large or Small Quantities
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Hongkong, 3rd January, 1901

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